

AUTOMOBILE AND GARAGE NEWS

Von Hamm-Young Co. Receive Peerless Cars

The big establishment of the Von Hamm-Young Company has been fairly besieged with enthusiastic automobilists and prospective buyers since the arrival of the 1912 models of the Peerless cars. And, in fact, the whole concern, including all departments, has had an exceptionally busy week, making sales, deliveries and repairs, and an unusual amount of supplies has gone over the counter this week.

The two Peerless cars which arrived on the steamer Lurline on Wednesday are certainly all which the name implies. They still retain their very characteristic grace and elegance and seem to be far ahead of their last year's models than they were in previous years. These two cars are both equipped with a new type of Gray & Davis dynamos, which supply the current for all five lamps. This new dynamo is one of the most simply constructed machines which has ever been put on the market and is entirely encased, which absolutely protects it from oil, dirt and grease. It is driven by a link belt which is being used so extensively and so successfully on drives of this type and is absolutely noiseless. The dynamo is supported on a stationary bracket, of which the upper part is placed to an angle of about ten degrees, so that the set screws may be released and the dynamo moved back on the bracket in order to increase the center distance between the two pulleys to allow for the stretch of the link belt. This is one of the cleverest and most stable adjustments which has ever been placed on a machine of this type and is very easy to operate. Electric lights on an automobile are becoming more and more essential every day and now that the electric current is so reliable and the dynamo so simple that it is fast becoming a positive requirement rather than a luxury. It will only be a short time before all cars will be equipped with

these new dynamos in order to offset the trials and tribulations of the pres-tolite tanks and generators.

Both of the cars are of the six-cylinder type, one being a 38 horsepower and the other a 48 horsepower, and they both have a good many new features which have a tendency to make the machine more comfortable and more easy to handle. These machines have the most beautiful lines and the handsomest bodies of any cars that have ever been imported into the territory, having a very low back to the tonneau with a beautiful curved effect, being finished off with the grace of a platform spring. The tonneaux are both very roomy and comfortable and the hoods are just long enough to balance the car and give them a most pleasing effect.

The von Hamm-Young Company received this week by the S. S. Sierra the first shipment of 1912 Overlands. This is the first time that Honolulu has had a chance to see the wonderful car which is being put out this year by the Wileys-Overland people for \$900. It seems like a myth to say that any factory can produce a five-passenger, fore-door, 30 horsepower touring car with 32x3½ wheels for \$900. However, this is the case with the Overland people and the car is way ahead of all expectations. Beautiful lines, easy riding qualities, a multitude of power and speed, and plenty of room in the tonneau are the specifications of this car. It is one of the neatest little cars which has ever been put out and for \$900—there is not an equal to it anywhere within \$500—of this price.

The honor roll of the Von Hamm-Young Company is increasing very rapidly, the additions to same this week being:

The Volcano Stables,
Mrs. C. C. Kennedy,
Mr. J. Sueyashi,
K. Kanaoka.

NEW CARS FOR THE SCHUMAN GARAGE

A new Ford touring car arrived in yesterday's steamer for the Schuman Carriage Company and is now on the floor of the garage in Queen street. The car is of the 1912 model and is attracting considerable interest on account of the improvements over the 1911 machine.

Two of the 1912 E. M. F. cars arrived in the Lurline, and a shipment of six of these splendid machines will be due to arrive here in the Wilhelmina, due October 31.

Mr. W. G. Ashley, lately with E. O. Hall & Son, is now bookkeeper of the Schuman Carriage Company.

C. J. Schoening & Co.

The Volcano Stables bought a seven-passenger Peerless and a six-passenger Thomas touring car to be used in the rent service on Hawaii. Mrs. C. C. Kennedy purchased one of the handsome and stylish Baker electric phaetons which have become so very fashionable amongst the smart set of the Territory. Mr. J. Sueyashi bought a very neat little Maxwell runabout to be used for pleasure purposes entirely. Mr. K. Kanaoka purchased a seven-passenger fore-door Packard touring car, which he is going to place in the rent service on this island. The outlook for the coming tourist season appears so very satisfactory that Mr. Hanaoka considers that there is plenty of room for his machine, although Honolulu is already well equipped with good cars in this line of business. C. J. Schoening & Co. purchased a handsome five-passenger touring car which they are to place in stock in their new establishment on Maui. This new concern on Maui is doing very well in their new venture and giving the people of that island good service and a well-equipped establishment, which has been greatly needed for several years. There is plenty of business on Maui for anybody who will take care of it in the pleasing manner in which Mr.

A NEW CHALMERS IN GLIDDEN TOUR

A new model by the Chalmers Motor Company will be entered as a press car in the 1911 Glidden Tour, which starts in New York October 14. The Press Hall of Fame is the name already earned by the big seven-passenger "Blue Bird," because the passenger list will include some of the oldest and best known automobile writers in the country.

The dean of all the scribes who handle automobile news, John C. Wetmore, of the New York Evening Mail, was one of the first to register for a seat in the Chalmers Press Car. Another well known automobile editor in the party will be Duncan Curry, of the New York American. Curry has a nearly perfect score on Glidden Tours, that of last year being about the only one he has missed since the Glidden Trophy was first offered. Other members of the Chalmers party will be M. J. Sullivan, of the New York Herald; C. E. T. Scharp, of the New York Sun, and J. J. McNamara, of the Boston Post.

The Chalmers car will be driven by Freeman Monroe, who this year won fame as the pilot of Kitty Hawk II, the world's champion twenty-six-foot hydroplane.

Schoening has conducted this business, and the Mauiites are indeed fortunate in having a man of this type in their midst.

The Automobile Club of the Territory of Hawaii is considering making a kind protest to the supervisors and the city engineers to have the sharp rocks removed from the upper end of the first gulch on the Waihua road. There is a space of about fifty feet of extremely sharp rocks which seems to a layman as very unnecessary when one considers that a great many tires have been rendered useless on account of this very short stretch of rocks. The Automobile Club, and the public in general, would certainly appreciate the removal of these rocks, and a protest is being considered.

Cars Advertised By The Leading Garages

When the Star put forward a special automobile section in September only a few of the 1912 cars had arrived here, and auto owners generally were not familiar with the points marking the new ideas. Now, however, advance 1912 cars have reached here, and are to be seen in the garages and on the streets.

THE NEW HAYNES.

The new Haynes, handled by J. A. Gilman, has arrived, and is notable for a number of improvements over the 1911 machine. Mr. Gilman is receiving many inquiries about this car and is booking orders for machines soon to arrive. The Haynes is an exceedingly attractive car, has the strength for all kinds of roads and severe travel, and is sufficiently speedy for any purpose. It is not an expensive machine, either, when capacity and quality are taken into account.

THE AMERICAN.

As noted elsewhere, The American is a new car here, and is a new product. It was originally based upon other successful models, added to which were features embodied by experienced designers. Mr. George Beckley, local distributor of the car, has only a few on hand, but more are

coming, and he is taking orders for still others. The American is one of the classiest machines ever seen in the islands and is destined to become a great favorite.

THE PEERLESS.

This machine has never been as vigorously presented in the islands as it has deserved. It is highly esteemed on the mainland and is sure to gain rapidly in popularity here. The Von Hamm-Young Company have taken the agency for the Peerless, which is in itself a guarantee of the qualities of the car, and probably means that it will soon become a familiar sight on the streets and roads of the islands.

THE E. M. F.

This standard car is handled by the Schuman Carriage Company. It is too well known in the islands to require description. The 1912 E. M. F. carries a number of improvements over the 1911 car, which will be quickly appreciated by the enthusiast.

In addition to the cars mentioned above, the Von Hamm-Young Company and the Schuman Carriage Company carry others, of standard make and varying prices. The lists are well known, and worth going over by prospective purchasers.

When one considers that the city itself is equipped with a great many automobiles it does seem that a small matter of this kind might be attended to. No doubt if this matter was presented to the supervisors in a logical and tactful manner it might be remedied at once.

Mr. W. Bellinger, the very popular and genial representative of the Waterhouse & Lester Company, arrived on the Sierra yesterday and is being welcomed by his many friends here, who are all glad to see him. Mr. Bellinger makes a specialty of the Hawaiian Islands and is certainly making good with his new line of automobile supplies. The dealers in the

islands are fast becoming most appreciative of the manner in which they are being looked after by their wholesale houses on the coast.

THE UNDERSLUNG 1912 AMERICAN

All admirers of the "classy" in automobiles have had occasion lately to note the fine lines of the American car, recently introduced by George C. Beckley. This is a new machine, appearing for the first time about seven

THE AMERICAN CAR

UNDERSLUNG-1912-MODELS

THE MOST WIDELY COPIED AUTOMOBILE IN AMERICA TODAY.

The advantages of the underslung construction may be summed up as follows:

- First**
An absolutely straight line drive.
- Second**
Low center of gravity.
- Third**
Large wheels.
- Fourth**
Spring suspension.
- Fifth**
Clearance.

GUARANTEE.

Every car is guaranteed for one year from date of sale.

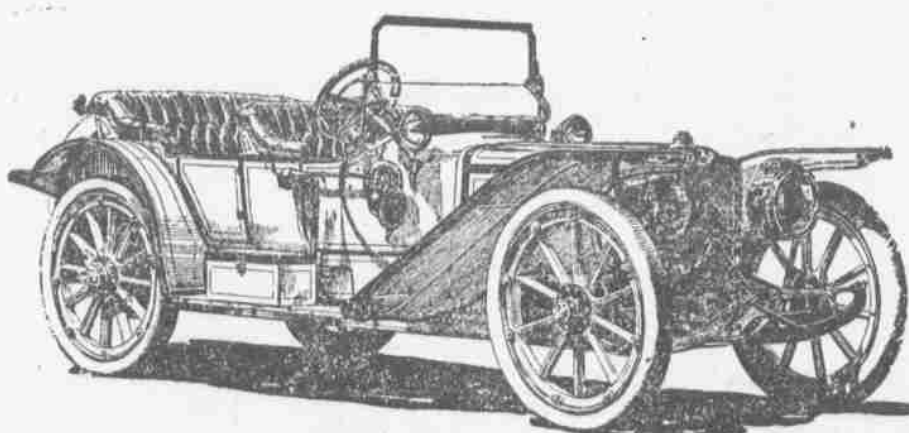
This includes adjustments, working time and new parts, if necessary.

In other words, you have no garage bills.

GUARANTEE.

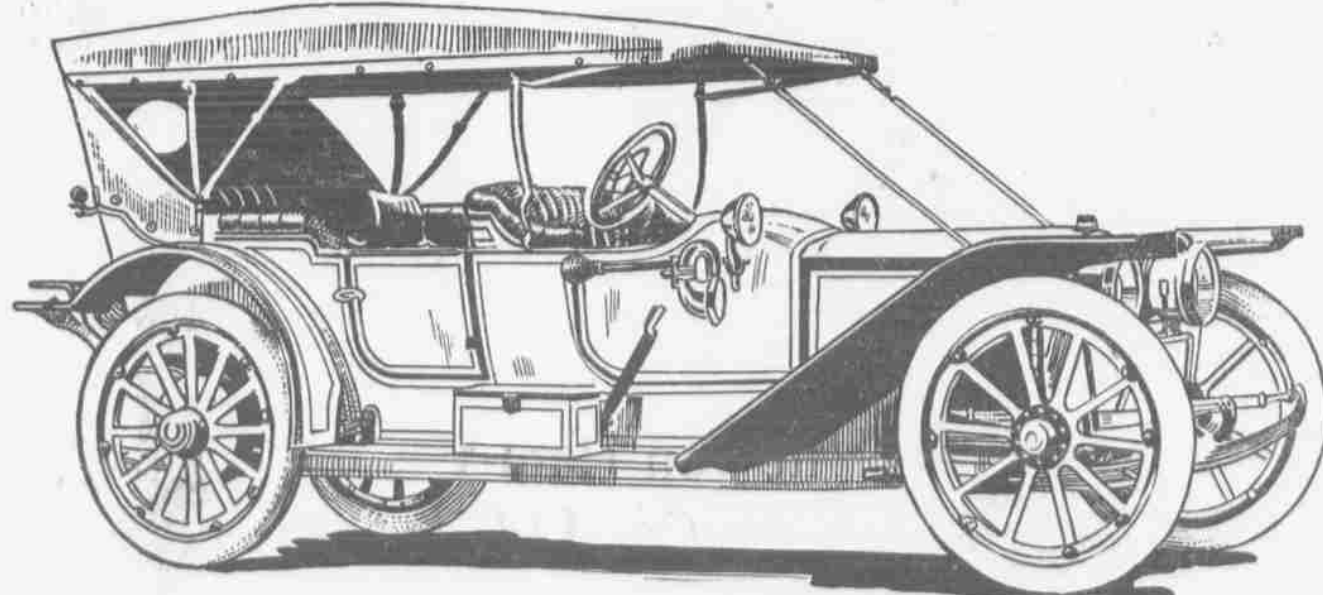
Geo. C. Beckley
DISTRIBUTOR.

* Alakea and Hotel Streets.
Telephone 3009.



The "American Traveler" (Type 54) \$4250

Four passengers. Wheel base, 124 inches. Tires 40x4 inches, front; 41x4½ inches, rear, on demountable rims. Regular equipment includes, top and top boot; 5 lamps, side and tail lights electric, supplied by battery separate from ignition battery; Prest-O-Lite tank; Bosch Magneto and storage battery; two extra rims; shock absorbers; foot rest; tire holders; horn; jack, tools and tire repair outfit.



"American Traveler Special" Type 56—Six Passenger, \$4500

Exactly the same chassis as type 54 except that the wheel base has been increased to 140 inches; tires, 41 by 4½ inches front and rear on demountable rims. Springs front, 40 inches; rear, 54 inches. Two auxiliary seats in the tonneau. Regular equipment includes top and top boot; five lamps, side and tail lights (electric) supplied by battery separate from ignition battery; two extra rims; shock absorbers; foot rest; tire holders; horn; jack, tools and tire repair outfit.

"American Traveler" (Type 54) Specifications

MOTOR—Four cylinders cast in pairs, L type and offset; bore 5½ inches; stroke 5½ inches. Water cooled by centrifugal pump. 50 H. P. at 1600 revolutions per minute.

IGNITION—Bosch dual system, high tension magneto and storage battery with single unit coil operating through intake valves. Kick switch on dash.

CARBURETOR—Float feed auxiliary air supply type, water jacketed. Adjustable from dash.

GASOLINE SUPPLY—24 gallons including five-gallon reserve supply, contained in tank on rear of chassis. Gasoline is pressure feed, pressure maintained by positive air pump driven from end of cam shaft.

OIL SUPPLY—Six quarts in sump of motor and 2-gallon auxiliary tank.

LUBRICATION—Gear driven oil pump contained in engine case with sight feed on toe board, oiling all bearings and cylinders. There are only two exposed, flexible steel oil pipes. Transmission and differential run in oil.

CONTROL—Irreversible worm and sector steering wheel, spark and throttle levers inside wheel on a stationary sector. A foot throttle is also provided. Foot, service brake, and hand, emergency brake.

CLUTCH—Special woven asbestos, facing, fan-bladed cone type. Rubber inserts under facing to permit easy engagement.

BODY—Sheet steel on an ash frame. Upholstery, hand buffed leather and curled hair.

TRANSMISSION—Selective type, four speeds forward and reverse, with direct drive on fourth speed. Shaft and gears of chrome nickel steel. All bearings imported annular type of unusually large diameter.

DRIVE—Direct shaft to differential and floating live rear axles that bear no weight.

FRONT AXLE—One-piece, nickel steel, "I" beam section.

WHEELS—Front, ten spokes, 2-inch selected second growth hickory; Rear, twelve spokes, 2-inch selected second growth hickory. Demountable rims.

BRAKES—Double internal expanding in 16-inch pressed steel, dust-proof, brake drums bolted to rear wheels.

FRAME—Underslung, giving low center of gravity. Pressed steel of high tensile strength, oil treated.

SPRINGS—Semi-elliptic, 40 inches front, 48 inches rear.

CLEARANCE—12½ inches under entire length.

WHEELBASE—124 inches.

TREAD—56 inches.

AMERICAN MOTOR CO.
Builders For the Man Who Cares.
Indianapolis Indiana.